1996 SURFACE TRANSPORTATION BOARD PUBLIC USE WAYBILL

247-Byte Record Layout

Item	Name	Number of Positions	Form	Columns
1	Waybill Date (mm/dd/yy)	6	N	1- 6
2	Accounting Period (mm/yy)	4	N	7- 10
3	Number of Carloads	4	N	11- 14
4	Car Ownership Code	1	A	15
5	AAR Equipment Type	4	A/N	16- 19
6	AAR Mechanical Designation	4	A	20- 23
7	STB Car Type	2	N	24- 25
8	TOFC/COFC Service Code	3	A/N	26- 28
9	Number of TOFC/COFC Units	4	N	29- 32
10	TOFC/COFC Unit Ownership Code	1	A	33
11	TOFC/COFC Unit Type Code	1	A	34
12	Hazardous/Bulk Material in Boxcar	1	A	35
13	Commodity Code (STCC)	5	N	36- 40
14	Billed Weight in Tons	7	N	41- 47
15	Actual Weight in Tons	7	N	48- 54
16	Freight Revenue ($)	9	N	55- 63
17	Transit Charges ($)	9	N	64- 72
18	Miscellaneous Charges ($)	9	N	73- 81
19	Inter/Intra State Code	1	N	82
20	Type of Move	1	N	83
21	All Rail/Intermodal Code	1	N	84
22	Type of Move via Water	1	N	85
23	Transit Code	1	N	86
24	Substituted Truck for Rail Service	1	N	87
25	Rebill Code	1	N	88
26	Estimated Short Line Miles	4	N	89- 92
27	Stratum Identification	1	N	93
28	Subsample Code	1	N	94
29	Exact Expansion Factor	5	N	95- 99
30	Theoretical Expansion Factor	3	N	100-102
31	Number of Interchanges	1	N	103
32	Origin BEA Area	3	N	104-106
33	Origin Freight Rate Territory	1	N	107
34	Interchange State #1	2	A	108-109

1996 SURFACE TRANSPORTATION BOARD PUBLIC USE WAYBILL
247-Byte Record Layout

Item	Name	Number of Positions	Form	Columns
35	Interchange State #2	2	A	110-111
36	Interchange State #3	2	A	112-113
37	Interchange State #4	2	A	114-115
38	Interchange State #5	2	A	116-117
39	Interchange State #6	2	A	118-119
40	Interchange State #7	2	A	120-121
41	Interchange State #8	2	A	122-123
42	Interchange State #9	2	A	124-125
43	Termination BEA Area	3	N	126-128
44	Termination Freight Rate Territory	1	N	129
45	Waybill Reporting Period Length	1	N	130
46	Car Capacity	5	N	131-135
47	Nominal Car Capacity	3	N	136-138
48	Tare Weight of Car	4	N	139-142
49	Outside Length	5	N	143-147
50	Outside Width	4	N	148-151
51	Outside Height	4	N	152-155
52	Extreme Outside Height	4	N	156-159
53	Type of Wheel Bearings and Brakes	1	A	160
54	Number of Axles	1	A/N	161
55	Draft Gear	2	N	162-163
56	Number of Articulated Units	1	A/N	164
57	AAR Error Codes	4	N	165-168
57-A	Blank	46	N	169-214
58	Routing Error Flag	1	A	215
59	Expanded Carloads	6	N	216-221
60	Expanded Tons	9	N	222-230
61	Expanded Freight Revenue	11	N	231-241
62	Expanded Trailer/Container Count	6	N	242-247

1996 SURFACE TRANSPORTATION BOARD PUBLIC USE WAYBILL
247-Byte Record Data Element Descriptions

1. Waybill Date (Month, Day, Year) (6 digit numeric)

   The waybill date is the date on which the originating railroad prepares the waybill.[1]

2. Accounting Period (Month, Year) (4 digit numeric)

   The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month.[1]

3. Number of Carloads (4 digit numeric)

   The total number of carloads on the sampled waybill.[1]

4. Car Ownership Code (1 character alpha)

   (P) Privately-owned car
   (R) Railroad-owned car [2]

5. AAR Equipment Type (4 character alpha-numeric)

   Alpha-numeric code giving a general physical description of the type of equipment.[2]
   (See Appendix to Section 8 - AAR EQUIPMENT TYPE (UMLER))

6. AAR Mechanical Designation (4 character alpha)

   Mechanical designation is dependent on AAR equipment type.[2]
   (See Appendix to Section 8)

7. STB Car Type (2 digit numeric)

   The STB car type is inferred from the AAR equipment type, as described in item 5, and corresponds to the line number on STB Form 710 for type of car.[4]
   (See Appendix to Section 8- SURFACE TRANSPORTATION BOARD CAR TYPE.)

8. Intermodal (TOFC/COFC) Service Code: (3 character alpha/numeric, space fill)

The code for the Intermodal Service Code (ISC) must be entered in the **first** position of the field. If possible, when different ISCs are used during the course of the sampled waybill movement, enter the code for the applicable ISC at termination in the first position of the field, and the code for the applicable ISC at origination in the second position of the field. For example, 'B C' indicates that the TOFC movement started on ISC 20 and terminated on ISC 22. **NOTE: three blanks in this field will indicate the movement is not intermodal in nature**. 'Unknown' ISC's are indicated by 'X'.[1]

REVISED INTERMODAL SERVICE PLAN CODE REPORTING

Intermodal Service Code	Unit Owner	Service Provided by Carrier	Determination of Charges	STB Alternate Coding
15	Motor/Rail	R-R, Ramp to Ramp	Agreed between Trucker & Rail	**A**
20	Rail	T-R-T, Door to Door	Truck Competitive Rates	**B**
22	Rail	T-R, Door to Destination Ramp	Truck Competitive Rates	**C**
25	Rail	R-R, Ramp to Ramp	Special Mode of Code 20 Rates	**D**
27	Rail	R-T, Origin Ramp to Door	Truck Competitive Rates	**E**
40	Steamship/ Stack Operator	T-R-T, Door to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**F**
42	Steamship/ Stack Operator	T-R, Door to Destination Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**G**
45	Steamship /Stack Operator	R-R, Ramp to Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**H**
47	Steamship/ Stack Operator	R-T, Origin Ramp to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**I**
60	Patron	T-R-T, Door to Door	Patron Supplied Equipment	**K**
62	Patron	T-R, Door to Destination Ramp	Patron Supplied Equipment	**L**
65	Patron	R-R, Ramp to Ramp	Patron Supplied Equipment	**M**
67	Patron	R-T, Origin Ramp to Door	Patron Supplied Equipment	**N**
80	Steamship/ Stack Operator	T-R-T, Door to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**O**

Intermodal Service Code	Unit Owner	Service Provided by Carrier	Determination of Charges	STB Alternate Coding
82	Steamship/ Stack Operator	T-R, Door to Destination Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**P**
85	Steamship/ Stack Operator	R-R, Ramp to Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**Q**
87	Steamship/ Stack Operator	R-T, Origin Ramp to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**R**
Unknown	Unknown	Unknown	Unknown	**X**

9. Number of TOFC/COFC Units (4 digit numeric)

The total number of TOFC/COFC units reported on the sampled waybill.[1]

10. TOFC/COFC Unit Ownership Code (1 character alpha)

(P) Privately-owned Trailer/Container
(R) Railroad-owned Trailer/Container [2]

11. TOFC/COFC Unit Type Code (1 character alpha)

(T) TOFC Trailer
(C) COFC Container
(U) Unknown [2]

12. Hazardous/Bulk Material in Boxcar (1 character alpha)

(B) Bulk, non-hazardous material (STCC 50 series), moved in a Boxcar
(H) Hazardous material (STCC 49 series) moved in any type of car
(blank) neither of the above [8]

13. Commodity Code (STCC / non-HAZMAT) (5 digit numeric)

The Standard Transportation Commodity Code (STCC) identifies the product designation for the transported commodity. This field includes the first five digits of the seven-digit STCC; however, STCC 19 series commodities are reported only at the 2-digit level. See Appendix for list of two to five digit STCC headers.[1]

Note: This field does not include Hazardous materials (series 49xxx) or Bulk materials in Boxcars (series 50xxx). All STCC 49 and 50 series codes have been translated to actual product commodity codes.

14. Billed Weight in Tons (7 digit numeric)

The billed weight of lading, calculated in tons.[1]

15. Actual Weight in Tons (7 digit numeric)

The actual weight of lading (if provided), calculated in tons.[1]

16. Freight Revenue ($) (9 digit numeric)

The total line-haul freight revenue, from origin to destination, shown in dollars.[1]

17. Transit Charges ($) (9 digit numeric)

Transit charges, where applicable, shown in dollars.[1]

18. Miscellaneous Charges ($) (9 digit numeric)

The total of all miscellaneous charges (excluding transit charges and freight revenue) shown in dollars.[1]

19. Inter/Intra State Code (inferred) (1 digit numeric)

Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred in cases where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements also include import, export, ex-lake and lake cargo movements.

(1) Interstate
(2) Intrastate
(9) Unknown [1]

20. Type of Move (inferred) (1 digit numeric)

(0) Neither import nor export
(1) Imported commodity
(2) Exported commodity
(3) Commodity imported and exported, e.g., land bridge type traffic
(9) Unknown [1]

21. All Rail/Intermodal Code (1 digit numeric)

(1) All Rail
(2) Intermodal - a continuous movement involving at least one railroad and another mode.
(9) Unknown
(X) Not reported on hardcopy waybills.[1]

22. Type of Move Via Water (inferred) (1 digit numeric)

(0) Not a water movement
(1) Ex-Lake (from Great Lakes to reporting railroad)
(2) Lake Cargo (Rail to Great Lakes)
(3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction.
(4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast.
(5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry.
(9) Unknown
(X) Not reported on hardcopy waybills.[1]

23. Transit Code (1 digit numeric)

(0) Not a transit movement
(1) Transit - indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point).
(9) Unknown [1]

24. Substituted Truck-for-Rail Service (1 digit numeric)

(0) Not substituted truck-for-rail service
(1) Study movement involves substituted truck-for-rail service. (For example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned or a track is closed for various reasons.)
(9) Unknown
(X) Not reported on hardcopy waybills.[1]

25. Rebill Code (1 digit numeric)

(0) Not a rebill
(1) Rebill - indicates that the shipment is rebilled at a portion of the through rate from origin to destination, and involves non-through billing railroads.
(9) Unknown
(X) Not reported on hardcopy waybills.[1]

26. Estimated Short Line Miles (rounded) (4 digit numeric)

The short line miles (shortest rail distance between origin and destination), rounded up to the nearest ten miles.[6]

27. Stratum Identification (1 digit numeric)

		Carloads per Waybill	Sampling Rate
(1)	MRI	1-2	1 of 40
(2)	MRI	3-15	1 of 12
(3)	MRI	16-60	1 of 4
(4)	MRI	61-100	1 of 3
(5)	MRI	Over 100	1 of 2
(6)	Hardcopy	1-5	1 of 100
(7)	Hardcopy	6-25	1 of 10
(8)	Hardcopy	Over 25	1 of 5 [1 or 6]

28. Subsample Code (1 digit numeric)

For MRI waybills, this coding (1, 2, 3, or 4) identifies the individual subsamples obtained under the computerized sampling procedure. This field is initialized to a blank for hardcopy waybills, but a replicate subsample code is added after completion of the master file, using the following formula:

Code = Serial Number - ((Serial Number / 4) * 4) + 1 truncated integer

These subsample code numbers are used in a statistical fashion to estimate the standard deviation, or accuracy, of any level for the particular sample.[5]

29. Exact Expansion Factor (5 digit numeric)

The exact expansion factor is calculated for each waybill, according to the formula shown below, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is 'nnn.nn' with an implied decimal point.[6]

Factor = (Population count / Sample count)

30. Theoretical Expansion Factor (3 digit numeric)

The theoretical expansion factor is the inverse of the sampling rate, as indicated by the Stratum Identification number (item 27), and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is an integer value.[6]

31. Number of Interchanges (1 digit numeric)

This figure represents the total number of interchanges between railroads in the route.[1]

32. Origin BEA Area (3 digit numeric)

The Business Economic Area code for the reported waybill movement's origin location. (See "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes" revised for 1997) [7]

33. Origin Freight Rate Territory (1 digit numeric)

The freight rate territory, as defined by the STB, in which the reported waybill movement originated. Freight rate territories are imputed from STB-defined Freight Rate Areas, and coded as follows:[4]

(0) Unknown

(1) Official Territory: Commencing at the eastern terminus of the United States-Canadian boundary on the Atlantic Ocean and proceeding westwardly along the border to the Straits of Mackinac, thence southwestwardly across Lake Michigan to Kewaunee, Wisconsin, thence southward along the shore of Lake Michigan to Manitowoc, Wisconsin, thence southward along the line of the Chicago and North Western Railway to Milwaukee, Wisconsin, thence northwest along the Milwaukee Railway to Rugby Junction, Wisconsin, thence south along the Soo Line to Duplainville, Wisconsin, thence west along the Milwaukee Railway through Montfort Junction, Wisconsin, to Benton, Wisconsin, thence southwest by air line to the intersection of the Wisconsin-Illinois boundary with the Mississippi River, thence south along the Mississippi River to the mouth of the Ohio River, thence eastward along the Ohio to Cincinnati, Ohio, thence eastward along the Chesapeake and Ohio Railway to Kenova, West Virginia, thence eastward along the Norfolk and Western Railway to its intersection with the former Virginian Railway (now Norfolk and Western) west of Roanoke, Virginia, thence east along the former Virginian Railway to Suffolk, Virginia, thence northeast along the Norfolk and Western Railway to Norfolk, Virginia, and then northeastward along the Atlantic Coast to the point of beginning.

(2) Southern Territory: Commencing at Norfolk, Virginia, and proceeding westwardly along the southern border of Official Territory as described in (1) above, to the mouth of the Ohio River, thence south along the Mississippi River to its mouth and thence east and north along the Gulf and Atlantic Coast to the point of beginning.

(3) Western Trunk Line Territory: Commencing at the Straits of Mackinac and following the international boundary northeastward and thence westward to the western boundary of North Dakota, thence south along the North Dakota and South Dakota-Montana line to Sheridan, Wyoming, thence southward along the line of the Burlington system to the Colorado-New Mexico line, thence eastward following the northern boundary of New Mexico, Oklahoma, and Arkansas to the Mississippi River, thence northward along the Mississippi River to the Wisconsin-Illinois line, and thence back to the point of beginning following the northwest boundary of Official Territory, as described in (1) above.

(4) Southwestern Territory: Commencing at the intersection of the Missouri-Arkansas boundary with the Mississippi River and proceeding westward along the southern boundary of Missouri, Kansas and Colorado to the point where the Santa Fe Railway crosses the Colorado-New Mexico line, thence southward along the Santa Fe Railway to El Paso, Texas, thence following the international boundary to the mouth of the Rio Grande River, thence along the Gulf Coast to the mouth of the Mississippi River and thence northward along the Mississippi River to the point of beginning.

(5) Mountain-Pacific Territory: That portion of the United States which lies west of the western boundaries of Western Trunk Line and Southwestern Territories as described in (3) and (4) above.

34. Interchange State #1 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's first junction interchange station is located.[1]

35. Interchange State #2 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's second junction interchange station is located.[1]

36. Interchange State #3 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's third junction interchange station is located.[1]

37. Interchange State #4 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's fourth junction interchange station is located.[1]

38. Interchange State #5 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's fifth junction interchange station is located.[1]

39. Interchange State #6 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's sixth junction interchange station is located.[1]

40. Interchange State #7 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's seventh junction interchange station is located.[1]

41. Interchange State #8 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's eighth junction interchange station is located.[1]

42. Interchange State #9 (2 character alpha)

The two character abbreviation for the state in which the reported waybill's ninth junction interchange station is located.[1]

43. Termination BEA Area (3 digit numeric)

The Business Economic Area code for the reported waybill movement's termination location.(See "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes" revised for 1997) [7]

44. Termination Freight Rate Territory (1 digit numeric)

The freight rate territory, as defined by the STB, in which the reported waybill movement terminated. See item 33 for full descriptions.

(0) Unknown
(1) Official Territory
(2) Southern Territory
(3) Western Trunk Line Territory
(4) Southwestern Territory
(5) Mountain-Pacific Territory [4]

45. Reporting Period Length (1 digit numeric)

(1) Monthly
(2) Quarterly [1]

46. Car Capacity (5 digit numeric)

Cubic foot capacity of car (for all equipment types except flat).[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Cubic Feet Capacity-Actual)

47. Nominal Car Capacity (3 digit numeric)

Numeric capacity, in thousands of pounds, as stenciled on the car and defined in the AAR interchange Rule 70.[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, UMLER Nominal Capacity)

48. Tare Weight of Car (4 digit numeric)

The actual light weight (not an average), in hundredweight, for each car.[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Tare Weight)

49. Outside Length (5 digit numeric)

Distance between pulling faces of the couplers in normal position. The first three digits represent feet. The last 2 digits represent inches, rounded up to the next inch in the case of a fraction. Example: 5 1/4" = 6". [2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Outside Dimensions-Length)

50. Outside Width (4 digit numeric)

Measurement of outside width of car, including attachments projecting to greatest extent. The first two digits represent feet. The last two digits represent inches, rounded up to next inch in the case of a fraction.[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Outside Dimensions/Upper Eaves Width)

51. Outside Height (4 digit numeric)

Measurement from top of rail to top of eaves at side of car. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction. [2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Upper Eaves-Height)

52. Extreme Outside Height (4 digit numeric)

Measurement from top of rail to location where extreme height occurs. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction.[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Outside Dimensions-Extreme Height)

53. Type of Wheel Bearings and Brakes (1 character alpha)

(A) Plain bearings and composition brake shoes
(B) Roller bearings and composition brake shoes
(C) Plain bearings and cast iron brake shoes
(D) Roller bearings and cast iron brake shoes
(E) Roller bearings, composition brake shoes and constant contact side bearings
(F) Roller bearings, cast iron brake shoes and constant contact side bearings
(G) Roller bearings, composition brake shoes and empty/load brake system
(H) Roller bearings, composition brake shoes, constant contact side bearings and empty/load brake system
(I) Roller bearings, cast iron brake shoes and empty/load brake system
(J) Roller bearings, cast iron brake shoes, constant contact side bearings and empty/load brake system
(K) Roller bearings, composition brake shoes and designed for high speed train operations
(L) Roller beaings, composition brake shoes, empty/load brake system and designed for high speed train operations [2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Bearing and Brake Shoe Type)

54. Number of Axles (1 character alpha-numeric)

Code	Axles	Code	Axles	Code	Axles
(2)	2	(F)	16	(Q)	27
(4)	4	(G)	17	(R)	28
(6)	6	(H)	18	(S)	29
(8)	8	(I)	19	(T)	30
(9)	9	(J)	20	(U)	31
(0)	10	(K)	21	(V)	32
(A)	11	(L)	22	(W)	33
(B)	12	(M)	23	(X)	34
(C)	13	(N)	24	(Y)	35
(D)	14	(O)	25	(Z)	36 or more [2]
(E)	15	(P)	26		

(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Axles)

55. Draft Gear (2 digit numeric)

Coding is equipment type dependent.[2]
(See Appendix to Section 8 - UMLER MECHANICAL DESIGNATIONS, Draft Gear/Coupler)

56. Number of Articulated Units (1 digit numeric)

An articulated car consists of two or more cars permanently coupled together in such a manner that they cannot be separated for operations in interchange service as individual cars. Such cars will be operated under one reporting mark and one reporting number. The reported code indicates the number of units permanently attached. The minimum is 2, while 9 indicates nine or more units.[2]

Note: '0' indicates that the car is not articulated

57. AAR Error Codes (4 digit numeric)

Two two-digit error codes are appended to the end of each waybill record. Refer to the sub-section entitled "AAR Error Codes and Messages," for specific error code definitions.[5]

58. Routing Error Flag (1 character alpha)

This field contains either a 'T' (true) or an 'F' (false). An 'F' indicates that ALK was not able to sufficiently identify the actual origin or termination point of the route, so as to calculate a carrying distance for one or more railroads in the route. An 'F' in this field will be accompanied by a '99999' in the total distance field (and one or more railroad distance fields), and '99999' in all of the split revenue fields.[6]

59. Expanded Carloads (6 digit numeric)

The number of carloads (item 3) multiplied by the expansion factor (item 30).[6]

60. Expanded Tons (9 digit numeric)

The billed weight in tons (item 14) multiplied by the expansion factor (item 30).[6]

61. Expanded Freight Revenue (11 digit numeric)

The total freight revenue (item 16) multiplied by the expansion factor (item 30).[6]

62. Expanded Trailer/Container Count (6 digit numeric)

The number of TOFC/COFC units (item 9) multiplied by the expansion factor (item 30).[6]

Sources:

1 Reported by Railroad
2 Universal Machine Language Equipment Register (UMLER)
4 Surface Transportation Board (STB) - Uniform Rail Costing System (URCS)
5 Association of American Railroads
6 ALK Associates, Inc.
7 US Department of Commerce
8 Standard Transportation Commodity Code (STCC)